

ROYAL NAVAL DIVISION.
FRENCH SCHOOL, HONGKONG.
THE ADMIRALTY have given
a special permission for raising
a Squadron of 100 men, which will be
strictly limited to the Royal Naval
College and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
4, 7 and 8, Old Road Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

DURESCO.
The Colourwash which lasts
ten times longer.
Shade Card submitted upon
application.
ALEX. ROSS & Co.,
Sole Agents.

No. 18,012. 號二十零千八百一第 日九十二月二十年卯乙 HONGKONG, WEDNESDAY, FEBRUARY 2ND, 1918. 三拜禮 號二月二年五國民華中 PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE
Feb. 2nd.—Europe (via Siberia), per a.s. **NEZARNA**.
Feb. 4th.—The English mail, per a.s. **NAMUR**.
TO DEPART
Feb. 2nd.—Shanghai, North China, Japan
via Moji, Canada, via Victoria,
B.C. North and South America
via Seattle, and United King-
dom via Canada, at 10 a.m.,
per a.s. **SHIRAZUKA MARU**.
Feb. 2nd.—Europe via Siberia, at 10.30
a.m., per a.s. **EMPEROR OF JAPAN**.
Feb. 2nd.—Shanghai, North China, Japan
via Nagasaki, Victoria, B.C.,
Vancouver and United King-
dom via Canada, at 10.30 a.m.,
a.m., per a.s. **EMPEROR OF JAPAN**.
Feb. 2nd.—Europe via Siberia, at 3 p.m.,
per a.s. **SHIRAZUKA**.
Feb. 2nd.—Philippine Islands, Japan via
Nagasaki, Honolulu, United
States, South America and
Canada via San Francisco and
United Kingdom via Canada,
at 5 p.m., per a.s. **PERSEA MARU**.
Feb. 2nd.—Straits, Ceylon, Port Said,
Marseilles and London, at 6
p.m., per a.s. **NEILOR**.
Feb. 5th.—Europe via Siberia, at 11 a.m.,
per a.s. **NAMUR**.
Feb. 5th.—Europe via Siberia, at 5 p.m.,
per a.s. **CHENAN**.
Feb. 11th.—Straits, Burmah, Ceylon, Ade-
laide, Western Australia, India,
Aden, Egypt and Europe, at 2
p.m., per a.s. **SARDINIA**.

N.B.—For further returns and for Mails to
and from the Canal Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 57½ lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. 119

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
1.00 a.m. to 3.00 a.m. Every 15 minutes.
3.00 " " 10.00 " " " 10 " "
10.00 " " 11.00 " " " 15 " "
11.30 " " 12.45 p.m. " " " 15 " "
12.45 p.m. to 1.15 " " " 10 " "
1.15 " " 1.45 " " " 10 " "
1.45 " " 2.15 " " " 10 " "
2.15 " " 2.45 " " " 10 " "
2.45 " " 3.00 " " " 15 " "
3.00 " " 3.10 " " " 10 " "
NIGHT CARS.
4.30 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
1.00 p.m. to 11.45 p.m.
Every Quarter-Hour.
SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " " 10 " "
11.00 " " 12.00 noon " " " 15 " "
12.00 noon to 1.00 p.m. " " " 10 " "
1.00 p.m. to 3.00 " " " 15 " "
3.00 " " 3.30 " " " 10 " "
3.30 " " 4.00 " " " 10 " "
4.00 " " 7.00 " " " 10 " "
NIGHT CARS on Week Days.
SATURDAYS.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's time tables, but
not for special cars, can be obtained on
application at the Company's Office. No
season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or by Comptroller order represent-
ing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 18th June, 1915. 125

FOR SALE.

POSTAGE STAMP CATALOGUES

FOR

1916.

GRACA & CO.

No. 4, WINDHAM STREET.

Hongkong, 6th January, 1916. 120

SAVOY HOTEL.

21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL
in the City. Near to everywhere, and
providing all modern conveniences.

American or European Plan.

Rates \$4 and \$5 per day

Special terms to monthly guests.

Cable address Telephone No. 2,510.
SAVOY **C. A. BIDDLE,**
Manager.

MITSU BISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contradict Condensers, Steam Engines, Marine Engines, and
Pumps, Steam Turbines and Turbo-Alternators, etc.

NAGASAKI

TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

Length on Keel Blocks ... 110 feet 350 714 feet.
Width of Entrance on bottom ... 77 " 53 " 88 "
Water on Blocks at Spring Tide ... 35 " 24 " 34 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OUBA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 20 tons each, besides 160 tons Giant Crane.

KOBE.

TELEGRAPHIC ADDRESS: "DOCK," KOBE.

FLOATING DOCKS.

Lifting Power ... No. 1, 7,000 tons. No. 2, 15,000 tons.
Max. Length of Ship taken in ... 460 feet. 580 feet.
Max. Breadth of Ship taken in ... 58 " 68 "
Max. Draft of Ship taken in ... 22 " 26 "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimonoseki).

TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.

GRAVING DOCK.

Length on Keel Blocks ... 288 feet 0 inch
Breadth at Entrance on bottom ... 58 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 7 "
Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application. 173

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:

Now well-known throughout the East for
**STEAM RAISING, FORGING, STEEL MAKING, SHIP-
BUNKERS AND HOUSEHOLD PURPOSES.**

KAIPING COKE:

Competes with the best quality English Coke in
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST **FIREBRICKS** GRADE

FIRECLAY.

STOCK ALWAYS ON HAND.

OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD.: MAIBHAN, HONGKONG

TELEPHONE No. 1030.

DODWELL & CO., LTD.,

Hongkong, 1st October, 1914. AGENTS. 136

SOUTH

MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE
SEA EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed
of excellently equipped Dining and First and Second Class Sleeping Cars, operated between
Dairen and Changchun in connection with the Trans-Siberian Express Trains and with
Dairen-Seiton (Tientsin) Shanghai Mail Steamer Service by the S.S. "HAKAKI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.				SOUTH BOUND.			
1st Class Fare	2nd Class Fare	3rd Class Fare	4th Class Fare	1st Class Fare	2nd Class Fare	3rd Class Fare	4th Class Fare
Shanghai (S.M.R.) to Dairen	12.00	8.00	4.00	Dairen to Shanghai (S.M.R.)	12.00	8.00	4.00
Shanghai (S.M.R.) to Dairen	12.00	8.00	4.00	Dairen to Shanghai (S.M.R.)	12.00	8.00	4.00
Shanghai (S.M.R.) to Dairen	12.00	8.00	4.00	Dairen to Shanghai (S.M.R.)	12.00	8.00	4.00
Shanghai (S.M.R.) to Dairen	12.00	8.00	4.00	Dairen to Shanghai (S.M.R.)	12.00	8.00	4.00

* Russian Train Time is 23 minutes faster than the S.M.R. Time.

The above fares do not include the Express Train North Fee.

To the early train leaving Dairen at 8 p.m. for Changchun and that leaving Chang-
chun at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class
Passengers can secure sleeping accommodation on payment of Yen 2.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Ad. "Yamato"). At
Dairen, Port Arthur, Mukden, Changchun, and Hsiching (the finest sea-side resort in
North China), all under the Company's management.

TICKET AGENTS.—The Company's Railway and Steamship Ticket Agents are obtainable
at all the Agencies of the INTERNATIONAL TRAVELING CAR & EXCURSION TRAVEL CO.,
Messrs. THOS. COOK & SON, the NORDISCHE REISEBUREAU, and the
NIPPON YUEN KAISEN, Shanghai; from whom all information, time-tables, pictorial
guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.

Tel. Ad. "MANCHU." Codes: A.B.C. 5th Ed., A.I. and Hsiching.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,
and also at Antung, Chaochow, Shanghai, Hongkong, Manila, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

KELLY & WALSH, LTD.

NEW BOOKS.

The "Times" Red Cross Story Book, by
Novelists serving in H.M. Forces \$1.50
J'accuse by a German. "This is the most
powerful indictment of Germany."
Cheap edition ... 1.75
Armenian Atrocities: The Murder of a
Nation ... 1.10
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Furber ... 6.25
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Gulipoli ... 13.50
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Le Mans ... 3.10
The Crimes of England, by G. K.
Chesterton80
"Daily Telegraph" War Map, No. 18,
Western Balkans80
Aeroplane and Airships, by W. E.
Dunmore80
Songs with Music from A Child's Garden
of Verses, by E. J. Stevenson ... 2.00
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ing, by Lieut. C. F. Upton ... 1.75
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Cornford40
Some "Frightful" War Pictures, by W.
Heath Robinson ... 2.25
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Redcliffe ... 26.00
The Russian Campaign and the Evacua-
tion of Warsaw, by S. Washburn ... 6.00
The Small Family Cook Book, by Mary
Fretlow ... 3.10

The Snake Winter Annual80
My Year of the War, by Frederick
Palmer ... 1.25
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ett and Robertson ... 4.50
The Martyrdom of Nurse Cavell80
Letters from a Field Hospital, by Mabel
Deane ... 2.25
Essays for Boys and Girls: A first guide
toward the Study of the War ... 4.50
The Way of Martha and the Way of
Mary, by Stephen Graham ... 5.50
The Hilltop on the Marne, by M. Aldrich
Tennis as I Play It, by Maurice E.
McLoughlin ... 9.00
Rural Sanitation in the Tropics, by
Malcolm Watson, M.D. ... 9.50
The Principles of Commerce, by James
Stephenson ... 4.50
An Englishman in the Russian Ranks,
by John Mors ... 1.75
What of the Dardanelles? by Capt.
Granville Fortescue80
"Poy's" War Cartoons from "The
Evening News"50
New Novels:
Gossamer, by George A. Birmingham 1.75
The Rear Guard, by Sidney C. Crier 1.75
Ed de' Fountain, by Baroness von
bullen
With Our Army in Flanders, by G.
Valentine Williams ... 10.50

FRESH ARRIVAL OF

AMERICAN APPLES

25 cts. per lb.

WISEMAN, LTD.

Hongkong, 22nd January, 1918.

NEW CARTRIDGES.

By popular English Manufacturers.
In all Bore and Sizes.

**SMOKELESS POWDER AND CHILLED
SHOT.** From No. 10 to 55SG. at \$5, 57 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1918. 129

A LING & CO.

17, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description
In Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

Telephone 1217

Hongkong, 4th February, 1918. 170

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

CALDBECK.

MACGREGOR & CO.

WINE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

ON SALE

AT THE

HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIAN

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns on river
from CANTON to WUCHOW

HOTELS

THE HONGKONG HOTEL

AND GRILL ROOM.

J. H. TAGGART,

Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Telephone: No. 373.

Tel. Address: "VICTORIA."

J. WITCHELL,

Manager.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE

HOTEL, most Central Location within

the vicinity of all the Principal Banks

Noted for the best Food, Refreshment

Accommodation and Cleanliness. Cuisine under

European Supervision. A First-Class String

Orchestra renders selections from 5.30 p.m.

to 11.30 p.m.

Special monthly terms for residents and for

Shipping people.

For further particulars apply—

MANAGER

Telephone 127.

Telegraphic address: "COMFORT."

129

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and

TOURIST HOTEL. Unrivalled for

Comfort, Health and Convenience. Telephone

in Every Room, prompt connection maintained

by six lines to Central.

Fifteen Minutes from Principal Landing

Stage. Moderate Tariff and Excellent Cuisine.

Roof Garden and Social Rooms. European

Banner week Steamer.

P. O. FEUSTER,

Manager.

131

THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL

is now OPENED under NEW

MANAGEMENT. The place has been re-

novated throughout and entirely refurnished.

Situated on the Praia Grande facing the sea,

a cool breeze is enjoyed all the year round.

LARGE and COMFORTABLE DINING

ROOM facing the sea. Cuisine under

experienced supervision. Terms moderate

For further particulars, apply to—

THE MANAGER.

Macau.

Tel. Add. "Phoenix," Macau.

1st February, 1916. 131

THE VICTORIA HOTEL.

CANTON.

Situated on the British Concession,

Shameen,

The only European Hotel in

Canton.

Guides and Chairs provided.

Every information and special

attention given to Tourists.

Reasonable Rates.

Under the personal Management

of Mr. and Mrs. Geo. H. Evans.

132

NEW ADVERTISEMENTS

THE HONGKONG AND WHAMPOA DOCK COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED, will be held at the Company's Office, Queen's Buildings, Victoria, Hongkong, on MONDAY, the 14th February, 1916, at 12 o'clock Noon, when the subjoined Extraordinary Resolution, which was passed at the Extraordinary General Meeting of the Company held on the 17th January, 1916, will be submitted for Confirmation as a Special Resolution.

"That the Regulations contained in the printed document submitted to this meeting and for the purpose of identification, subscribed by the Chairman hereof be amended as hereafter set out, and that such regulations so amended be and the same are hereby approved and adopted as the Articles of the Company in substitution for and to the exclusion of all the existing Articles thereof."

The said amendments are:—
That Article 87 be amended by the elimination of the words "the Chairman" in line one thereof and by the substitution of the word "three" for the word "five" in line two thereof.

That Article 88 be eliminated.

That the following words be added at the end of Article 84 "but any such appointment shall be subject to confirmation by the Company at the next ordinary Yearly Meeting."

That paragraph (b) of Article 90 be eliminated and the following paragraph substituted therefor:—

(b) A Director who is a member of, or a Director of, or a member of the Consulting Committee of, or otherwise interested in, a Public Company which is interested in any contract or arrangement brought up for determination at any Meeting of the Directors shall notwithstanding be entitled to vote as a Director in respect of such contract or arrangement provided:—

(a) That he has disclosed his interest in such Public Company before such contract or arrangement is voted upon by the Directors.

(b) That the Public Company so interested is not a Company whereby a private firm become incorporated and.

(c) That he is not a General Manager of the Public Company in question and that the firm in which he is a partner or which he represents are not the General Managers or General Agents of such Public Company.

Save as above provided no Director shall as a Director vote in respect of any contract or arrangement in which he is interested and if he do so vote his vote shall not be counted.

That Article 96 be amended by the substitution of the word "five" for the word "seven" in line four thereof.

That the following new Article be inserted after Article 90:—

"The Company may by Extraordinary Resolution remove any Director before the expiration of his term of office and appoint another person in his stead. The person so appointed shall hold office during such time only as the Director in whose place he is appointed would have held the same if he had not been removed."

That the following words be added at the end of paragraph (a) of Article 98:—

"A Director who is entitled to vote (as provided by Article 90 (b)) notwithstanding his interest is to be counted in a quorum, but otherwise a Director who is interested is not to be counted in a quorum."

That the words "to any regulations" be eliminated from line seven of Article 107 and that the following words be substituted therefor:—

"(if any) regulations are" and that the words "not being inconsistent with such provisions or these presents" be eliminated from lines eight and nine of Article 107.

That paragraph (p) of Article 108 be eliminated.

That Article 112 be eliminated and the following Article substituted therefor:—

RESERVE FUND.
(a) The Director before declaring a dividend may with the sanction of the Company in General Meeting set aside out of the profits of the Company such sum as they think proper as a reserve fund to meet contingencies, or for equalising dividends, or for special dividends, or for repairing, improving and maintaining any of the property of the Company or for the augmentation of any existing reserve fund or for such other purposes as they think conducive to the Company's interests and may with such sanction as aforesaid pay out of the profits of the Company such bonuses as they think fit to those members who for the twelve months covered by each profit and loss account shall have contributed business to the Company (but so that no bonus to contributing members for any twelve months shall exceed fifteen per cent of the net profits made during those months).

(b) The Directors may invest any sums set aside as a reserve fund upon such investments (other than shares of the Company) as they may think fit and may from time to time deal with and vary such investments.

(c) The Directors may employ the reserve fund for the time being or for any portion thereof in or for any of the purposes for which it or for which such portion was created and in or for such other purposes as the Directors shall in their discretion think conducive to the interests of the Company and shall have power to employ the assets constituting the reserve fund or any part thereof in the business of the Company and that without being bound to keep the same separate from the other assets of the Company.

(d) The Directors may also with the sanction of the Company in General Meeting employ the reserve fund for the time being or any part thereof in the payment of bonuses to members whether the part of the reserve fund so employed shall be set apart for that special purpose or not."

And that any necessary amendments to the numbering of the proposed Articles be carried out.

Dated the 2nd February, 1916.
By order of the Board,
R. M. DYER,
Chief Manager. [223]

NEW ADVERTISEMENTS

WANTED.

A female TEACHER, with some experience, is required to take charge of the small Children's School at Lyman at an early date. Salary \$40 per month.

Any person desirous of the appointment should communicate at once with the INSPECTOR OF ARMY SCHOOLS, No. 1, Observatory Villas, Kowloon.

Hongkong, 2nd February, 1916. [223]

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS will be held at the Hongkong Hotel, Hongkong, on SATURDAY, 12th February, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 14th February (both days inclusive), during which period no Transfer of Shares can be effected.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 31st January, 1916. [227]

UNION WATERBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the Offices of Messrs. DOWELL & CO., LTD., on MONDAY, the 14th February, 1916, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 14th February, both days inclusive.

DOWELL & CO., LTD., General Managers.

Hongkong, 31st January, 1916. [228]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 15th February, 1916, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 15th February, 1916, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE, Secretary.

Hongkong, 26th January, 1916. [207]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of February, 1916, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending the 31st December, 1915.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 7th February, to SATURDAY, the 19th February, 1916 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
N. J. STABB, Chief Manager.

Hongkong, 31st January, 1916. [229]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

LOST.

THE SHARE CERTIFICATE No. 4939 for Twenty-five Shares numbered 4901 to 4926 inclusive standing in the Register in the name of FRANK BARRINGTON DEACON, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the Third day of February, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

MOWBRAY S. NORTHCOTE, Acting Secretary.

Hongkong, 3rd January, 1916. [144]

HUMPHREYS ESTATE & FINANCE CO., LTD.

SHARE CERTIFICATE No. 5122, dated 18th July, 1904, of One Hundred Shares numbered 55001 to 55100 inclusive fully paid up, standing in the Register in the name of Mr. ANTONIO JOAQUIM BASTO, of Macao, having been LOST or DESTROYED, Notice is hereby given that unless the said certificate be produced at the Offices of the Company, Alexandra Buildings, Des Voeux Road, Central, Hongkong, on or before the 8th day of February, 1916, New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 7th January, 1916. [156]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE No. 1946 for one share, \$100 paid up, numbered 11018, standing in the Register in the name of W. SANG, having been LOST, Notice is hereby given that unless the said Certificate be produced to the Society on or before the 28th April, 1916, a NEW CERTIFICATE for the said share will be issued and the old Certificate will thereafter be held by the Society as null and void.

By Order of the Board of Directors,
C. MONTAGUE EDE, General Manager.

Hongkong, 26th January, 1916. [206]

INTIMATIONS

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1915 the EXCHANGE BANKS will be CLOSED for the transaction of Public Business on THURSDAY and FRIDAY, the 3rd and 4th February.
Hongkong, 31st January, 1916. [225]

ROYAL HONGKONG GOLF CLUB.

CHINA NEW YEAR COMPETITIONS, FANLING.

FEBRUARY 4TH, 1916.
MORNING.—Bogey Competition under the Club.
AFTERNOON.—Tombstone Competition.

CONDITIONS:
A player is allowed the Bogey score plus his handicap. When he has played the total number of strokes allowed a peg with his name thereon must be fixed at the spot where the ball lies.

If at the 18th hole a player has strokes in hand he must continue from the first tee.

In the case of a lost ball, another may be dropped on the fairway, not nearer the hole, under penalty of two strokes.

The player who reaches the furthest point in the number of Strokes allowed him wins the first prize.

A prize will also be given to the player whose peg or "Tombstone" lies nearest to a selected spot which will be disclosed after the round is completed.

VISITORS' CUP.
During the months of February and March an ECLECTIC Competition will be held over the 18 hole course for a Cup kindly presented by a visitor.

DEFINITION.
An Eclectic Competition is played under stroke conditions. The Competitors play any number of rounds over a given period, and the eclectic score is the choice score of each hole in all the rounds.

Competitors will return their cards, and the best score each player has achieved at each of the 18 holes will be selected, the lowest aggregate winning the Cup.

A charge of 50 cents per card will be made, the proceeds to be given to the War Charity.

T. W. HILL, Acting Hon. Secretary.
Hongkong, 31st January, 1916. [224]

REMOVAL NOTICE.

WE have This Day REMOVED our Offices to Third Floor, QUEEN'S BUILDINGS (late premises of the Union Insurance Society of Canton, Ltd.)

THORSEN & CO.
Hongkong, 31st January, 1916. [223]

URBAINE OF PARIS (FIRE INSURANCE CO.)

WE beg to inform that the Power of Attorney from the Fire Insurance Co. URBAINE OF PARIS given to Messrs. MACLEWEN, FRICKEL & Co. is cancelled and the Agency of the Company is transferred to P. A. LAPOQUE & Co.

B. P. MARTELET, Inspecteur de la Cie d'Assurance contre l'Incendie L'URBAINE de PARIS, Hongkong, 26th January, 1916.

NOTICE.

WE have taken over the Agency of the above Company formerly held by Messrs. MACLEWEN, FRICKEL & Co., and are prepared to Accept Risks from this date.

P. A. LAPOQUE & Co., 4, Queen's Building.
Tel. 580,
Hongkong, 26th January, 1916. [213]

8% MILITARY LOAN.

PAYMENT OF EIGHTEEN COUPON.

NOTICE IS HEREBY GIVEN to the Public that the following arrangements have been made for the PAYMENT of the SIX COUPON of the 8% MILITARY LOAN BONDS due on the 2nd February of this year:—

Coupons in Singapore, Batavia and Philippine Islands will be paid by the Branches of the HONGKONG AND SHANGHAI BANKING CORPORATION at those places. The BANK OF CHINA will transfer funds for payment of coupons of bonds sold through the Chung Hwa Guild of Cuba, the Consulate-General of Yokohama and the Batavia Soc Po Sah. The Min Kuo Bank of Kiangsi will pay the coupons of bonds sold by the Kiangsi authorities. In Hankow, Foochow and Peking, the Offices of Bank of China, will act as Paying Agents. The Statement of the Bond Numbers and Denominations of Interest-Bearing Bonds as Approved by the Ministry of Finance is now being published in the Government Gazette.

MINISTRY OF FINANCE. [218]

VICTORIA RECREATION CLUB.

BOXING

SUBJECT to sufficient entries being received an AMATEUR BOXING COMPETITION open to Hongkong will be held in the Gymnasium of the V.R.C. on FRIDAY, February 26th.

CONDITIONS:
(a) 3 two minute rounds and if undecided an extra round of one minute.
(b) 3 weights: 115 lbs, 135 lbs, and 145 lbs.
(c) Competitors weigh in at V.R.C. on night of February 24th.

Entries stating weight to be addressed to I. DEAKIN, Esq., care of V.R.C., before February 15th. No Entrance Fee.

No Competition if less than 18 entries. The Committee reserve the right to refuse entries.

Hongkong, 22nd January, 1916. [195]

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHAREHOLDERS desirous of making inquiries in respect of the DEBENTURE ISSUE should apply to the Company's Office in Hongkong.

All applications for Debentures must be sent in before the 28th February, 1916. Forms may be had on application.

R. M. DYER, Chief Manager.
Hongkong, 31st December, 1915. [118]

INTIMATION



ROBT. PORTER & CO.'S

CELEBRATED

BULL DOG

BRAND

LIGHT ALE

IN PINTS AND SPLITS.

Very light, extremely palatable

and refreshing. Brewed from the

finest English malt and hops.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.
LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG 2ND FEBRUARY, 1916.

CHINA'S INLAND WATERWAYS.

The Presidential address recently delivered by the Engineer-in-Chief of the Whampoo Conservancy Board before the Engineering Society of China emphasises the great importance of the inland waterways of China.

We may expect that many improvements in the rivers will take place as a natural consequence of the work of Conservancy Boards. An example of the resultant benefits to shipping is afforded by the river which connects Tientsin with the sea, and to this cause is due, in no small measure, the phenomenal growth of the northern port.

It costs money to make such rivers navigable for large steamers, but the expenditure is quickly repaid. In this particular case, the money was provided by the shipping firms. It is a debatable subject as to how the necessary funds for such works should be raised. In broad general terms it seems advisable for the State to control all methods of communication, because there are not only commercial but political and strategic advantages resulting from their development. In the case of China, the State has assumed this position in connection with railways, and it might with equal reason undertake the development of inland waterways. The President of the Engineering Society of China sums up the present situation by saying that the present state of her navigable inland waterways is not at all creditable to China. "Chaos and neglect are supreme everywhere. The only light spots in the picture are the places where the Maritime Customs have succeeded in reforming and improving things." In other words, we see that, up to the present, the Government of China has done practically nothing to develop the remarkable transport facilities offered by the inland waterways of the country. Wherever there has been any improvement the initiative has been taken by Europeans.

At present the pernicious *likin* system is applied to all waterways. Unfortunately, there are so many vested interests concerned with the maintenance of this method of robbing the trader and defrauding the Central Government that it is almost Utopian to hope for its complete abolition by a stroke of the Ruler's pen. A reasonable and equitable toll system, or some well-administered department for collecting fixed canal dues, would furnish ample funds for keeping in order the inland waterways. The unbiased onlooker reluctantly comes to the conclusion that the only way to improve the canals of China is to follow the example of the Maritime Customs and the Salt Gabelle and place them under European supervision. When one considers the technical difficulties of the subject it is still more evident that experts with experience in other parts of the world are necessary. During the last two decades there has been great activity, not only in Europe but also in America, in connection with the cutting of canals and the improvement of the rivers so as to facilitate navigation. We have an unpleasant reminder always before us of the political advantages resulting from such expenditure of money and energy. For, by what is now recognised as an unfortunate political blunder, Germany was allowed to control the Kiel Canal. When the war is over we may be sure that the commerce of all nations will be permitted free access to this waterway. Other examples of the advantages of such waterways and the difficulties of their construction are afforded by the Suez and Panama Canals. The great possibilities of the mineral and agricultural wealth of China, which form only a part of the remarkable natural resources of the country, has so impressed European experts that they have for long emphasized the advantages of twentieth century methods of transportation. At present there is far more traffic on the rivers and canals of China than on the railways. In the past, when the Grand Canal was built there was really a great development and, as compared with other parts of the world, China was making excellent use of these waterways. Though, unfortunately, neglected for centuries, they still perform a most useful function in connection with the trade of the country.

Mr. VON HEIDENSTAM pleads for the systematic collection of data for the harmonious development of transport communications. He says that the great obstacle in the way of canal improvements, just now, is the difficulty of obtaining the capital required and of showing a direct profit upon it, but he believes that there would be no difficulty in farming out waterways to a transport company. Possibly he has had experience in such matters in Holland, where the canals have been instrumental in adding to the wealth of the country. We venture to suggest that some arrangement, such as that which obtains with the Kailan Mining Administration, might be attempted for the canals in China. The Chinese themselves should be enabled to profit financially by such schemes. Nothing will make them so eager for extensions as the proof that such extensions benefit their own individual pockets. Those who have studied such problems know that much which has been done in the past by the Chinese would, if put in proper order, be of great service to the country. The present policy, however, is all rail and no water development.

In the accounts which have so far reached us, there was nothing in the address about the great advantages of conservancy works in preventing flood and famine. In this part of China we have become painfully aware of such disasters, the real cure for which lies not in the raising of funds for the temporary relief of the sufferers, but in the improvement of the waterways. Doubtless we shall learn more about that aspect of the question from the experts. We may hope that, even if it is impossible at present to raise the funds necessary for the work, the plans, at least, will be completed. We cannot commend too highly such addresses as that delivered by Mr. VON HEIDENSTAM, because they have an educational effect. It is to be hoped that the native as well as the European Press in the Far East will devote space and attention to such topics. If the matter of communications and similar pressing subjects is kept in the mind of the public, it is reasonable to believe that improvements will take place more rapidly than if such topics are ignored. For that reason we congratulate the new President upon the clear and concise manner in which he has expressed his views upon a subject of great importance to China. If Europeans would impress upon their Chinese friends the imperative need of improving transport facilities in China, they also would be doing a good service to the country with whose welfare their interests are so closely identified.

Mails for Europe *via* Siberia close to-day at 10.30 a.m. and 3 p.m.

The Hon. Sir Evelyn Ellis has announced that in April he will be leaving Singapore permanently.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks a donation to the funds of the Hospital of \$130 from the Boarding House Keepers' Guild.

Thirteen of the S.V.I. Chinese Company have offered themselves for active service, says a Singapore contemporary, and their commanding officer has undertaken to transmit their request to His Excellency, the General Officer Commanding.

The Hongkong Canton and Macao Steamboat Co. announce that to-morrow (New Year's Day) there will be no steamer to Macao at 8 a.m. or from Macao at 2 p.m., and on Friday, the 4th, there will be no steamer from Macao at 7.30 a.m. or to Macao at 2 p.m. The steamers on the Hongkong, Canton line, however, will run as usual.

A European who was charged at the Magistracy yesterday with being drunk and disorderly in Tai Wong Lang, said he had come off second relief at Belchers and was walking down the street when he saw three Portuguese men. One of them used threatening language and they then attacked him. He defended himself. Defendant was discharged with a caution.

A Shanghai man named Robert Hinton, who was passing through Hongkong, was making purchases at Chinese stalls in Jervois Street when he felt something drawn from his pocket. He found his watch had been extracted, and saw a Chinese running away. He was at the time carrying two washing basins, and a dozen cups and saucers and he dropped these and chased the thief, but failed to catch him. A ship's officer seized the man, however, and he was handed over to the police. At the Magistracy yesterday the man was sent to prison for six months.

A CHINESE ESTATE.

ACTION IN SUPREME COURT.

At the Supreme Court yesterday the action was commenced in which Wing So Ying and another (plaintiffs) claimed from Mui Chan Shi (defendant) the sum of \$4,104.10, being the amount of principal (\$3,000) and interest due to the Wong Wei Kee firm from the estate of Mui Nai Chun, of which the defendant was administratrix. Mr. Eldon Potter (instructed by Mr. Agassiz) was for plaintiff, and Mr. F. C. Jenkin (instructed by Mr. Davidson) represented defendant. Mr. Potter mentioned that among the defences raised was that the deceased never borrowed \$3,000, that he did not sign a borrowing note, that the claim was barred by the Statute of Limitations, that the executrix had administered the whole of the estate and, therefore, was not liable. There were a few properties remaining, but the defence stated that these were practically useless. He (Mr. Potter) hoped to satisfy his lordship that the lady possessed other properties. Counsel added that the man died twelve days after he borrowed the \$3,000, so that he did not live long enough to enjoy the money.

The hearing, which occupied the whole day, was adjourned.

RECKLESS CYCLE RIDING IN KOWLOON.

CHILDREN THROWN FROM RICSHA.

A Chinese cyclist was riding down Nathan Road, Kowloon, on the wrong side of the road at a reckless pace when he approached a ricksha containing three children. The coolie pulling the vehicle apprehended the danger and dropped the shafts in alarm, the children being thrown out. The cyclist was unable to negotiate the obstacle, and collided with the ricksha.

At the Magistracy yesterday the cyclist was summoned for furious riding. A schoolboy named Albert George Martin said he was in the ricksha, with two other children, when defendant came towards them quickly. The machine ran into the ricksha and swung it round.

Sergeant Caygill told the Magistrate that the cyclist was in the habit of getting a spurt on at this particular point in order to carry them up the hill more easily.

Defendant was fined \$25 and ordered to pay \$5 doctor's fee for one of the children who was injured.

Among the latest treasures to be added to Princess Mary's already wonderful collection of war souvenirs is an Austrian officer's "beauty case," with mirror, rouge, brilliants, and manicure powder.

THE WAR.

ZEPPELIN RAID ON ENGLAND.

MINOR ACTIVITIES IN WEST.

RUSSIAN SUCCESSES.

HOW THE TURKS HAVE BEEN TREATED.

AMERICA AND PREPAREDNESS.

ENCOURAGING THRIFT IN BRITAIN.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

A BRITISH PARTY. AND SOME GERMAN TRENCHES.

LONDON, February 1st.

A British communiqué states that a party entered German trenches at night near the Kemmel and Wytschaete roads. The trenches were found to be full of men. Thirty casualties were inflicted upon the enemy, three prisoners were brought back, and two machine-guns were destroyed.

There was considerable artillery activity in the day-time near Fricourt, north of Loos, and north of Wulverghem.

ENEMY GRENADE ATTACKS.

PARIS, January 31st.

5.25 p.m.

A communiqué states: Two enemy grenade attacks north of Arras failed. A French bombardment of German trenches in Champagne caused four explosions. There has been mine fighting in Argonne, and intermittent cannonading on the rest of the front.

GERMAN WORKS WRECKED.

PARIS, February 1st.

12.50 a.m.

A communiqué states:—Our heavy artillery in Belgium effectively shelled enemy works; also Steenstraete bridge, damaging an abutment. Our trench guns south of Roze wrecked German works. In the Fresieres district our long-range guns bombarded a cantonment north of St. Mihiel.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

RUSSIAN SUCCESSES IN CAUCASUS.

A FRUITFUL FORTNIGHT.

PETROGRAD, February 1st.

A communiqué states:—As the result of a fortnight's operations in the Caucasus we have dislodged the Turks from a fortified front of forty miles long, descended from a cold mountainous region into a populated region suitable for winter camps, and the Turks in Erzerum and Melaghebt are completely cut off from the rest of the army.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

A BRITISH "DEFEAT."

TURKISH REPORT DENIED.

LONDON, January 31st.

The Press Bureau denies the Turkish report of a British defeat at Kurna, in Mesopotamia. This could only refer to a reconnaissance at Shatta, which was attacked by hostile Arabs. The British suffered a few casualties, but inflicted heavy loss on the enemy.

WORDS STRUCK OUT OF GERMAN SOCIALISTS' DECLARATION.

The *Humanität* says it is known that the text of the celebrated declaration read on August 4th, 1914, in the Reichstag in the name of the Social-Democratic group was previously submitted to the Chancellor, but it has only now leaked out that Herr von Bethmann-Hollweg asked for one phrase to be eliminated, which, from the Socialist point of view, was considered of great importance, but which was, as a matter of fact, struck out of the declaration. This eliminated phrase was as follows: "As soon as the war becomes a war of conquest we will rise up against it by the most energetic means."

CORRESPONDENCE.

HOW TO PAY FOR THE WAR.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."] SIR,—Now that the Compulsion Bill is about to become law it is not time for the introduction of another measure making a compulsory levy on all private wealth in order that those who are fighting for their country may receive adequate financial support from those who are not? Sir Edward Carson gave it as his opinion in the House of Commons that the Government would be justified in calling for unheard-of sacrifices, if such were necessary, in order to defeat the enemy, and he instanced the confiscation of property as a question which might, perhaps, have to be faced. In the estimation of the moment he declared, in effect, that such a possibility had no terrors for him. He was ready to put his goods and chattels into the melting-pot when the time came. Such sentiments expressed by an eminent Conservative lawyer are worthy of all attention, and the question now simply seems to be whether the time has not already arrived when some such step should be taken.

Of course the idea will be declared preposterous and absurd. Every possible adjective will be used in demonstrating that its supporters are mischief-making Socialists, fanatics and fit inmates for a lunatic asylum. But when all this effervescence has subsided what argument can be brought against such a proposal? There may seem to be almost insuperable difficulties in the way of its practical application, but if the principle involved is conceded, to be just surely some way could be continued for putting it in force. Why, the loyalty and patriotic fervour of such men as Sir Edward Carson would go a long way towards smoothing out all obstacles, and, naturally, those worthy gentlemen who now spend their whole time in spurring the Government on to great and yet greater efforts might be relied upon to lend their active support.

Think of the enormous sums great Britain is spending. And now what is virtually a conscript army of several million men is to be added to those already serving. They will receive their Army pay, of course, but what is that compared with the money they have been earning in civil life? Why another not use principle? Why not take the wives and families of those with the colours should be maintained, as far as reasonable, in accordance with the position they held when the head of the family was engaged in business or following his profession? When a firm gives an employee a holiday the usual salary is generally paid. Why should not the Government put itself in the position of a business house in this respect and pay salaries "as usual," drawing the wherewithal, under a properly regulated scale, from those who have an enormous excess of income over what should be restricted war-time expenditure, and who themselves are unable to fight? There would then be no need for the Prince of Wales' Fund and the multitudinous other charities towards which the rich man now gives a comparative trifle which is never missed. It is a pleasant sop to his conscience and enables him to speak of patriotism without a blush; that is all.

An absurd proposal has recently been made to close the museums, because in this way a hundred thousand pounds, or two million, might be saved. The import of luxuries is being forbidden, and many other tinkering measures will doubtless be proposed with a similar end in view. Tinkering with the problem, and an obvious inability to understand the need for drastic measures, or perhaps the lack of courage to advance them, has been the bane of the Government's administration in this great crisis. Why prohibit the import of luxuries? Why not take away the means of buying them? That, surely, would be a more sensible measure of procedure. Why should some have to give all and sacrifice everything they hold dear while others, even though their generous doles to "charity" make an unthinking public gasp with astonishment at their munificence, are still able to gratify the slightest whim and are under no necessity of cutting down any personal extravagance?

Such a measure for making those who have the "greatest stake in the country" pay for their security in proportion to their means and in accordance with the gravity of the situation, would soon show which of the preachers of economy were patriots and which hangers. Moreover, if it was known that such measures would be introduced to all countries during war time there is no doubt the world would be assured of peace for evermore. Yours, etc., A. B. C.

WAR NEWS.

FOUND MAN THAT THEY WANTED.

Parts of the Kaiser's Grand Fleet have been "searching" the North Sea looking for enemy ships—so they say. The Germans, however, were doomed to disappointment, for the "English" fighting forces were nowhere to be seen. Having failed to find Sir John Jellicoe and his ships, the Grand Fleet cruised around the Skagerrak in order to "watch over trade." In the meantime the German cruiser *Bremen*, a sister-ship of the *Leipzig*, found a part of our Fleet in the Baltic—and was torpedoed. A similar fate befell a torpedo-boat which accompanied the cruiser.

A FINE RECORD.

The following table shows what British submarines have found in their wanderings in the Baltic, Tirpitz's own waters:—
Moltke 23,400 tons damaged Aug. 20
Pommern 19,907 tons damaged July 2
Prinz Adalbert 9,000 tons sunk Oct. 24
Gazelle 2,500 tons damaged Jan.
Udine 2,700 tons sunk Nov. 7
Bremen 3,250 tons sunk Dec.
Destroyers 3 reported sunk in Gulf of Riga, Aug. 20.
1 sunk, Oct. 14.
1 sunk, Oct. 15.
Torpedo-boats... 1 sunk, Oct. 14.
1 sunk, Dec.

THE MENACE TO EGYPT.

According to the Geneva correspondent of the *Times*, gangs of engineers and iron-workers have left Germany for Syria, where a Turkish army under German officers and with German heavy artillery is concentrating for the Egyptian expedition. The first concentration point for this enterprise is at Rustchuk on the Danube, where locomotives, rails, and other transport materials are being gathered and forwarded to Syria. Mouri Bey, Enver Pasha's brother, has stated that the attack on the Suez Canal will begin at the end of January. It is announced that two German submarines have been sent by rail to Rustchuk and thence to Varna, for the defence of the Bulgarian coast.

WAR WORK IN ENGLISH PRISONS.

THE FALLING OFF IN CRIME.

The diminution in crime since the outbreak of war, to which reference has frequently been made, is commented on in the annual report of His Majesty's Prison Commissioners for England and Wales. The 12 months under review included only eight months of war, but even so there was a decrease of 37,320 prisoners. For the last 10 years, however, there has been a continuous decrease in the number of prisoners, and the exceedingly low total of 104,000 convicted prisoners was reached in the year ended March 31st, 1915. In 1904 the total receptions into prison on conviction was 187,941. When compared with the increase of population the decrease in the number of prisoners is still more extraordinary. For the year 1899-1900 the number of convicted prisoners per 100,000 of the population was 585.2, for 1909-10 503.5, for 1913-14 359.5, while for the year under review the proportion of convicted prisoners per 100,000 of the population sank to 281.3, a reduction of 58 upon the figures of the previous year.

The causes are not far to seek. In spite of strikes, industrial troubles, political and subversive disturbances, it is evident that there has been a growing national obedience to law and order.

Notwithstanding all statements to the contrary, sobriety among men and women has largely increased. Work has been plentiful and wages have been good. There has been a growing disinclination to send people unnecessarily to prison, and also a growing sense of the utility of short terms of imprisonment. The Commissioners say there has been a large decrease in the number of prisoners since the outbreak of the war. The local prison population, which on August 4th last was 13,580 (11,531 males and 2,049 females), had fallen on March 31st, 1915, to 9,199, a decrease of 2,010 males and 39 females. This remarkable fall in the number of prisoners relieved the Commissioners of a great difficulty which arose owing to the sudden departure of many reservists from their prison staffs, and also made it possible for the Commissioners to give permission to enlist to all who sent in applications. They are justly proud of their Roll of Honour, for 19 superior officers, 23 clerks, and 51 subordinate officers have joined the forces since the outbreak of the war.

The Commissioners also are proud of their prisoners. They, too, have given of their best. Their labour has not been stunted, and their behaviour has been admirable, the percentage of punishments has been the lowest on record, and in five cases only has it been thought fit to inflict corporal punishment. Their industry has been remarkable, for, in spite of a daily diminution of 2,000 in the number of workers, the earnings of the manufacturing department reached the record sum of £144,692, £1,000 in excess of the previous year. Every day 5,000 articles for war service were made, the hours of labour, and work of a better and more interesting character was given. Idleness, we are told, was unknown; "every one seems to feel he was working because he was helping his country, not because he was compelled to work."

It is also good to learn that extra diet has been allowed to prisoners, and that once each week governors are authorised to inform prisoners of the progress of the war by land and sea. All this makes for good, for prisoners have in a measure been revolutionised, the days of soul-and-body-destraining monotony seem to be ended, for it is likely that the useless round of unuseful tasks will be allowed to atrophy the industrial and physical capabilities of men to pine for activity.

SCAR "FRIGHTFULNESS."

WHY WILL HAPPEN WHEN THE SUN BURSTS.

If French astronomer Palseux has been saying himself lately with the constitution of the sun. He finds that, instead of condensing and shrinking little by little, as was formerly supposed, the sun is constantly dilating more and more, and reaching the point of bursting. If this sun blew up there would be no money for our poor mortals to worry as to the outcome of the war. It is no use bringing this responsibility aside as mere noise. Big sun every whit as important in their own constellations as ours are frequently victims of an explosion. This was one in the constellation of Perseus in 1902, and since then two at "leaves" occurred in other celestial gear, one as recently as March, 1912. Observation has shown long since that that orb which is our all in all is a marvellous character. Sun spots, fire balls, and such like phenomena are by no means the most of which he is capable. The manner in which the sun throws off its energy and transforms the heavy night elements, hydrogen, helium, bismuth, arsenic, and what not, spells good for this world, and a mere puff might lead to a disaster any day in short it is bound to come at some other. Unfortunately, science gave us no idea as to when, Centuries and even hundreds of centuries, but a moment in the history of the sun, says Professor Flammarion, and we know the sun may have millions of more life before it. No man can fathom, and just as the strongest of us struck down in a moment, so the fearful planet may give out at any time when it does it will make short work of all of us here below.

Coming to the situation on the Baltic the *Reich* says that, having regard to the success of the Russian troops, there is little danger that the munition depots which have evacuated the city will return there. The officials of the civil Government of Riga are expected to return in the immediate future, the post-offices will soon be working again.

SOLDIERS' FORTITUDE.

LEG AMPUTATED IN FLOODED TRENCH.

The story of a deed which illustrates the stuff of which our soldiers are made is told by Mr. H. F. Provost-Battersby, who writes in the *Morning Post* from British Headquarters. It is, he says, one out of many scarcely distinguishable from it, and shows the soldier as he simply and inconceivably is. A few nights ago, during the long spell of bad weather, when all the trenches were wet with four days of rain, the men had been standing all the week above their knees in water, the mortars had been firing much later than usual, and it was pitch dark and rain was pelting down, when one of their bombs fell plumb in the trench with its back to a traverse. The traverse was removed in one direction, and a sergeant, standing some ten yards away from it, turned a somersault over the traverse in front of it and landed head first over three feet of water. When he came to the surface he felt that one of his legs was in several pieces.

By great fortune a surgeon happened to be in a dug-out near by, and hearing the explosion and the splash, looked out and saw the wounded man struggle in the water. He ploughed his way to him through the mud, and there, and then, while they were both standing up to their thighs in water, he performed an operation, severing what was left of the leg—the stump being just clear of the water—and tying up the arteries with no light in that pouring night to help him but the fizzle of the German flares. When at last the wounded man arrived at the dressing station little hope was entertained of his recovery, and at the clearing hospital his acceptance seemed a mere formality, unconscious as he was and so near in hue to the colour of the dead.

At eight the next morning the chaplain found him with a cigarette between his lips, entertaining the entire ward with a humorous account of the past night's adventure, and he wrote with his own hand a letter to his wife, hoping that it "found" her in the pink, as it left him at that present, and warning her that a portion of him which had been hers was unfortunately missing, but that he was lucky in bringing back what remained to her. He added that the children would have a fine game with his wooden leg, and that any way he could use it to stamp out needles for Sister Susie to sew shirts with.

Is one wrong in calling such fortitude amazing, and feeling humbled in spirit before it, or before the noble pluck of another hero, brought in with his pat, both grievously wounded by the same shell, and already shivering under the surgeon's hands? His side was pierced by fragments of steel, and the surgeon was cutting away his drenched clothes from the shattered arm, which had to be removed at the shoulder.

Yet just before he lapsed into unconsciousness he looked over his shoulder with a thought for his faintly smiling comrade. "Stick it, Bill, stick it!" he said cheerily through his teeth; and those were the last words that he spoke or that the other heard, for they were both dead by morning.

TIED TO THE STAKE.

INHUMAN TREATMENT OF MEN BY THE GERMANS.

The following details have been received concerning the German treatment of prisoners from a French prisoner, who has just returned from Germany. He was captured in September, 1914, in a hospital in France, where were four nurses and 70 wounded. For four days the Germans left these prisoners where they were on the straw, and gave them no provisions. Then they sent my informant (says Mr. H. Warner Allen, the representative of the British Press with the French armies) to a German hospital in France to act as nurse. His experience was that some of the German doctors were really conscientious, while others had no conscience at all. The food given to the French wounded was not quite so good as that given to the German wounded. They were never allowed milk, no matter how serious their condition. At night they had a slice of black bread with a small piece of fat bacon and lard; at noon mutton soup, and at four o'clock a slice of bread with a cup of coffee without sugar. After a serious operation the bread was replaced by thick soup.

Later on my informant was sent to a prisoners' camp in Germany, where he was attached to the infirmary. The only drug provided was aspirin. The food was very bad, and a number of boys between 15 and 18 years of age who had been carried off from the North of France died of their hardships. The staple nourishment was bread and potato cod. Prisoners were continually struck and kicked without any provocation. For the smallest offence prisoners were tied to a stake with their heads bare in the full summer sun. A French prisoner who had tried to escape was mercilessly beaten, and the next day orders were given to two of his fellows to tie him to the stake. They refused, and were struck with the flat of a sabre. Everyone, even the wounded, was compelled to work. There was practically no medical attendance, and a paralytic died from want of care.

In August my informant was sent with a batch of prisoners to work in the fields in Hanover. They slept on straw in a cow-house, and worked between twelve and thirteen hours a day for a wage of fourpence a day, paid in stamps.

IMPOLITENESS OF CURIOSITY.

The goose had been carved, and everybody had tasted it. It was excellent. The negro minister, who was the guest of honour, could not restrain his enthusiasm. "Dat's as fine a goose as I evah see," Brudhard Williams, he said to his host. "Whar did you git such a fine goose?" "Well, now, pabson," replied the carver of the goose, exhibiting great dignity and reticence, "when you preaches a speshul good sermon, I never fixes you whar you got it. I hopes on will show me de same consideration."

DECLINING BIRTH-RATE AND WAR'S HAVOC.

A MEDICAL DISCUSSION IN LONDON.

Dr. Louis C. Paykes, speaking at the Royal Sanitary Institute, London, recently, on the national and social aspects of the lowered birth-rate, said there had been a steady decrease in the birth-rate of nearly all the European nations during the last 30 years. He estimated the total destruction of life in Europe in two years of war at nearly 50,000,000 persons. At home the birth-rate of the least desirable class of the community was increasing more quickly than any other, and as a result of the child welfare schemes the death-rate among the lower classes was now nearly identical with that of the superior artisan class.

The women's movement for emancipation from social fetters and the larger number of occupations opened to them as a result of the war must tend directly to the still further lowering of the birth-rate. The saving of life must be chiefly amongst the lowest class of the community, and it could not be quite satisfactory that the nation should be reformed by the least intelligent and most dependent elements. After the war a Government Commission should take exhaustive inquiry with the view to security of employment, and a sufficiency of remuneration for the working classes.

Sir John Cockburn said maternity under present conditions involved a very heavy burden upon the poorer classes, and there should be more inducements to increasing the birth-rate, not only by granting of bonuses, but by a substantial reduction of income-tax to all classes for each child born.

Dr. Dunlop said he looked forward with cheerfulness to a further reduction in the birth-rate. The encouragement of parental prudence amongst the poor was most urgently needed at the present moment. He foretold great poverty and a serious rise in the death-rate in the next year or two, and if the thoughtful scientific people were so blind to essentials that they did not speak out, it would be far better for many of the children that they had never been born. The only hope of avoiding hardship in the first few years after the war was by a very sharp fall in the birth-rate now.

Dr. Kenwood said the lowest classes of the community produced some of the finest children. It was well that all classes should contribute their fair share to the increase of population. If the French people, with their enormous cultural wit, plus the great danger which they had to face of a growing hostile population at their doors, had been unable to increase their birth-rate, he was not optimistic of our being able to do so.

MOSLEMS IN INDIA.

ATTITUDE TOWARDS THE WAR AND THE FUTURE.

In the course of his presidential address at the Moslem League at Calcutta, Mr. Muzhal-ul-Haq said that in view of the fact that other communities were holding congresses in Bombay, the absence of the Moslem League would have led to the interpretation that the Moslems alone were silent and refused to take a voice on behalf of the Empire. He denied the intention of merging the League in the Congress. The community must preserve its individuality. The Moslem League was to be criticised but to see that criticism was never intemperate nor malicious. If he thought their destiny called for complete separation from England he would do so, despite the consequences. But he had no scruple in saying that union was for the good of India and England. They could not do without the comradeship and guidance of England for a long time to come. Their duty to themselves was to become self-reliant and to free themselves of their fear and distrust of Hindus and their awe of the authorities. The duty of Government was to develop the resources of the country, as had been done in Japan.

He urged the fuller employment of Indians in responsible positions in the Army, Navy, diplomatic service and civil service. Why should they not have a few Indian dreadnoughts and cruisers manned and commanded by Indians? The inherent strength of Islam had not been utilised in the political interest of the Empire.

He condemned the Press and Defence of India Acts, the suppression of Mohammedan papers, and the intervention of Mohammedan leaders. He did not object to protective legislation in times of war, but the people should be taken into confidence when action was taken. Their demands were neither immediate nor peremptory. They could wait till the end of the war when the whole Empire would be reconstructed upon new lines. They could not expect India to change in the twinkling of an eye, but they hoped a policy would be initiated which would end in self-government under the aegis of the British Crown. The first step would be the abolition of the official majority in the Imperial Council, freeing the Indian Executive Council from bureaucracy and provincial autonomy. A joint deputation of Congress and League should place their demands before the British public and the British Government.

He concluded with an expression of regret that the Government of their Caliph should be at war with the Government of their King-Emperor. When peace came they desired that Moslem countries should not be compromised in the future. Several Congress leaders attended. The ex-Governor of Bushire was also present.

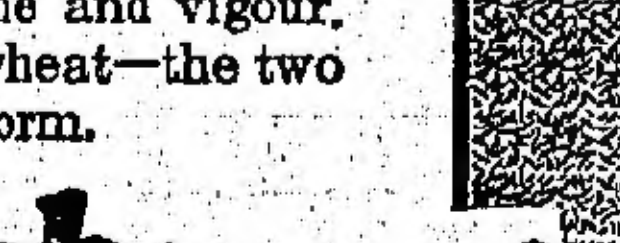
The mobilisation of the fair sex is almost an accomplished fact in Austria. A note in the Vienna papers states that all women are shortly to be called up to help in work in the rear of the armies. Meanwhile, the Berlin *Local-Anzeiger* proposes that all women between sixteen and twenty-two be called upon for one year's service to do agricultural labour. The newspaper further suggests that the cost be covered by a tax on bachelors.

Mental and Physical Fatigue.

When brain or body is weary the digestive powers are weakened and distaste for ordinary food is often experienced. Under such circumstances the "Allenburys' Diet" is especially valuable. It is pleasant to take, easily digested and assimilated and speedily restorative. Thus it helps the system to recover tone and vigour. The 'Allenburys' DIET is prepared from pure rich milk and whole wheat—the two vital food elements—combined in partially pre-digested form.

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FROM CAPTAIN TO GENERAL IN THREE MONTHS.

Following General Joffre's example, Lord Kitchener is now promoting young men to be generals. Brigadier General L. A. E. Price-Davies, V.C., D.S.O., of the 60th Rifles, who was gazetted recently to the command of a brigade, being only thirty-seven years of age. General Price-Davies has already had a distinguished military career, having won both the Victoria Cross and D.S.O. for his service in South Africa, but owing to our regimental system of promotion he remained a captain till September 1st last, when he was promoted major under the fifteen-year rule. From captain to general, however, is not a bad rise in three months.—*Truth.*

OUR SURE SHIELD.

MR. BALFOUR ON THE NAVY.

"BRITAIN PREPARED."

It was a pleasant sight to see the name of "The Right Hon. A. J. Balfour" put up as the 51st "turn" at the Empire Theatre one afternoon last month—says *The Times*—and enthusiastic cheers arose as the First Lord of the Admiralty was "discovered" in a grove of palms. A large audience, which had assembled to view the cinematograph films entitled "Britain Prepared," which have been taken with the permission and co-operation of the War Office and Admiralty, listened to his description of what the work of the Navy means for the future of mankind.

Mr. Balfour, who spoke just before the naval part of the film was shown, said:—

"Though I appear on this to me rather unaccustomed theatre of operations (laughter), it is because in my judgment the spectacle you have already witnessed and I think even more the spectacle you are about to witness is something much more than an afternoon's amusement for idle folk. The wonderful photographs that you have seen and those that you are about to see, marvellous as examples of the photographer's art, are big with lessons of the deepest import to us and to the world. (Cheers.)"

THE NAVY AND MILITARY SUCCESS.

You have already seen the training of the Armies which Great Britain and the Empire are in process of creating in support of our Allies on the Continent. You are about to see photographs of a portion of the Fleet on which, as I think, the success of the land operations ultimately depends. (Cheers.) It is unfortunately impossible even for the most modern forms of photographic art to represent to us the great battles that have actually taken place. What would we not have given for a permanent record of the great deeds done by our Army in Flanders, or of such marvels of heroism as the Australians and New Zealanders have performed as Anneke! (Cheers.) Unfortunately that is impossible, and so far as the Army is concerned it is rather their training for war than their operations in war that it is possible to represent.

The portion of the Grand Fleet which you are about to see is actually engaged in a great operation of war. On it, as you will see it represented to the left, depends the whole of the operations carried out by the Allies from Archangel in the north far round to the Persian Gulf, because were the British Fleet removed, the Allied Nations who are now banded together against the tyranny of the Central Powers would have no means of intercommunication. They would be cut off from the outer world; they would be cut off from each other. The means of communication between the far-distant operations of this unexampled war are protected by the Navy and are provided by the Navy. What a wonderful system of internal communications does, for Germany and Austria, the Navies of the Allies, and we may say without undue self-laudation in the first instance the British Navy, do for the Entente Powers. I doubt whether in our ordinary moments we conceive the magnitude of the task which is thrown upon the British Navy and which so far the British Navy has triumphantly accomplished. (Cheers.)

OUR DEBT TO THE GRAND FLEET.

The Grand Fleet, which as a Grand Fleet has never yet had the opportunity of being in action, nevertheless has, from hour to hour and day to day through all the months of this war, been the foundation on which everything else has rested. But for the Grand Fleet you could not have driven the enemy's commerce from the seas, you could not now be strangling her economic position, you could not now be transferring your troops freely backwards and forwards from Great Britain to France, from Canada to Britain, from Australia to Egypt; you could not now be carrying on military operations thousands of miles from our shores, absolutely secure from every species of attack by any vessel other than the submarine.

That you owe to the Grand Fleet, and it is not all that you owe to it. You owe it that we can freely import what we require from abroad and freely export what we produce at home. Our economic stability, not less than our military operations, depends upon the British Fleet, as the rest of the British Fleet depends for its very existence, its power, its utility upon the Grand Fleet, a portion of which you will be privileged in a few moments to see represented before you. Mark it well, silent though it may be, not engaged in actions of romantic heroism such as those which have been performed by our submarines in the Sea of Marmora or the Baltic, nevertheless it is at this moment performing not for Britain alone, nor yet for Britain's Allies alone, but for the whole world, a most important part in the drama now being played out for the freedom of the world. (Cheers.)

Every man, woman, and child in this country when they enjoy their daily meal need carry out their ordinary avocations, when they feel that their shores are protected from the brutal attacks of an unscrupulous enemy, should remember that they owe these incomparable blessings to the British Navy and to the Grand Fleet. No more need be said. No greater things, in my judgment, can be said than those which I have truthfully brought before you this afternoon.

"TRUE PERSPECTIVE."

Our imaginations may be somewhat sluggish. We may not easily feel how much we owe to our sailors at this moment. We may find it difficult to realize the lives they lead and the work they do. I am convinced that such representations as you are about to see, which I have done my individual best to further, will do much in this and in other countries to put the great operations of war that are now going on in their true perspective. In that true perspective, the most important place undoubtedly is occupied, and ought to be occupied, by the British Fleet. To us who have always looked on the Fleet from our youth upwards as the protection of our liberties, these lessons may be easy to learn, though I think they have not all been learned even by citizens of this Empire. The world has yet to

THE STRATEGY OF RETREAT.

[BY SIDNEY LOW.]

It is only an army of first-rate quality that can keep its moral in retreat and "come again" with unabated spirit. No troops, not even the Russians, can stand the strain of prolonged retirement better than our own, as the present war has conclusively demonstrated. From the Yser to the Vardar and the Tigris they have exhibited their invincible steadiness and cheerful courage under conditions the most trying that the soldier can encounter. We are full of gratitude to them; but we are growing a little impatient with the policy that has given them so many opportunities of this special kind.

And now British armies are once more engaged in operations with which we have become painfully familiar since August, 1914. They are retreating.

In two different quarters they are being "withdrawn to a new line." In plain English they are retreating in order to avoid being captured or destroyed by an enemy by whom they have been outnumbered. That is what they are doing both in Serbia and Mesopotamia.

The war has been largely made up of these strategic retirements. We send an insufficient force somewhere. It finds itself hopelessly blocked either by an overwhelming superiority of the enemy or by the unfavourable conditions of the ground. It fights with splendid valour, wins a brilliant success or two, and then retreats.

That is what has been happening at intervals for sixteen months, at Mons, at Antwerp, in Serbia, in Mesopotamia, in Gallipoli. We opened the war by despatching our two first-line Army Corps to the Belgian frontier. They were sent several days too late; when they arrived they found themselves in presence of two and a half times the number of an enemy better supplied with artillery. By prodigies of valour they extricated themselves and retreated. It was a magnificent retreat, but all the same a disastrous one. It was a blow at the British Regular Army from which it has never recovered. Our only trained force—the finest trained force in the world—lost an excessively large proportion of its officers and men, and much of its war material. Our best fighting machine was put out of gear at the outset. Whether the calamity was inevitable need not now be discussed. At any rate, there is the fact. We opened the war with a retreat, a retreat in which our troops covered themselves with glory and rendered invaluable services to the Allied cause. But it was not a fortunate beginning.

So we went on. We sent a British force to "relieve" Antwerp—too late. When it got there it had nothing to do but to retreat, which it did, leaving its transport and armoured motor-car behind and over two thousand of its men as prisoners in Holland.

Then we tried Gallipoli. We have thrown away a hundred thousand men, with a squadron of ships, and money enough to have paid for a whole campaign in the past.

And now we have the retreats in Serbia and Mesopotamia. In the latter country we were doing well. We had made a steady advance from the coast and won some gratifying successes. Then, for some reason or other, we sent up a force to make a coup de main on Baghdad. As usual, it finds itself in presence of a vastly superior force of the enemy. It can only retreat; which it does, losing heavily and giving up much of the ground it had gained.

And what of the terrible Serbian tangle? If the Allies could have despatched 100,000 troops into Macedonia at the beginning of September they could have done great things. They might have kept Bulgaria quiet and enabled the Serbs to throw back the Austro-German invaders. We did not—perhaps we could not—act then. We wait till Mackensen rushes down on Serbia from the north and Ferdinand from the east. The Serbian Army is driven out; the land is conquered; 250,000 Austro-Germans, 300,000 Bulgars join hands, and sweep on towards Greece. Into the very jaws of this advancing host we thrust our few brigades. The inadequate force plunges into the mountains, has a brush or two with the Bulgarian outposts, and then waits to be pounced upon by the converging columns. It can only execute another retreat. In spite of brave fighting and skilful handling it has done, because it could do nothing; nothing to help the Serbs, to check the enemy, to justify the millions of money it has cost to transport an army to Salonica, and send some portion of it on this abortive expedition beyond the frontier.

Is this strategy? Is it sound policy? Is it common sense. How can we possibly expect to win the war by a series of futile dashes ending in retirement? How can our resources endure this perpetual drain of men and money from which no military result is achieved?

We are raising our total to four millions of men, and by hook or by crook we shall no doubt get them, or most of them. In the early spring we are to have another enormous war loan. How many thousands of the men and how many millions of the money are going to be frittered away on further useless advances leading to retreats. We talk of a war of attrition; but the attrition will tell upon us more severely than the enemy if this system is to be continued. Surely it is time to concentrate upon the vital points, to frame a definite policy, and to stick to it. Waging war "all over the place" is not the road to victory.

know, and it does not yet know, how much it owes to the British Fleet and how the assured victory which is coming to us in the future is coming at least as much as the gift of the British Navy as it is of the splendid valour of the Allied troops, whether British or foreign.

That is the lesson which I desire to inculcate this afternoon, and if what you see after I have left this stage gives you a clear and concrete image of the general and abstract truths which I have to the best of my ability tried to lay before you, I shall feel this entertainment is something more than an entertainment; it is a deep and vital lesson to all who are interested in the future of mankind. (Cheers.)

POLICY AND STRATEGY.

A GERMAN REVIEW OF THE WAR.

The *Frankfurter Zeitung* published on Christmas Day an elaborate article on "Policy and Strategy" since the beginning of the war. It is interesting both as being apparently the first considered review of the campaign in a German newspaper and, in spite of its bombastic tone, on account of many of the arguments and conclusions. The writer says:—

We had to make weighty decisions. When, at the beginning of the war, our armies were thrown against France, they were carrying out a plan of campaign which undoubtedly was based to a very large degree upon political calculations. The panic which broke out in Paris and Paris is for France certainly not only the seat of the Ministries—when our troops crossed the Marne, proves that the idea was good and right. England was then still taking but a small part in the land war. A rupture of the community of interests of our enemies lay within the range of probability. The fact that our intention was not fulfilled—important though the occupation of Belgium and of the provinces in the extreme north of France became for our position—is, of course, no more a criticism of the excellence of the intention than was the failure of the political speculation of the Russians, who fought our way into Austria, in proof of the soundness of their plan. In the same way the battles in Flanders are no evidence for or against the idea underlying them, merely because both sides were able to alter but considerably their position in the framework of the whole war.

The front in France became rigid when we moved to the East. Our enemies could not restore motion to it. Our own task meanwhile was elsewhere. When the Russian flood had been dammed, after long and heavy work, the question arose for us—How and when shall we build a bridge to the East? Turkey was fighting as our ally; her technical resources were small, and the Entente began the storming of the Dardanelles. The danger existed that the Balkan States, and especially the Rumanians, who were placed in the rear of our extreme right wing, might associate themselves with Italy's declaration of war, and that they might bring the other States also into the war against the Central Powers and Turkey. The political problem was clear, and was appreciated perfectly by the Government of the Empire. The military situation, however, warned us to be economical and to keep our men and our materials together, for the spring was likely to bring new attacks in the West and in the East.

THE ADVANCE AGAINST RUSSIA.

Political considerations in the Balkans were, therefore, postponed and it was decided that the German and Austro-Hungarian Armies should undertake a joint operation against Russia. This operation began with the break through on the Dunajec, and became the greatest campaign of all time. A concentric attack was made upon Poland, and the Russians evacuated the country with enormous losses. The break through on the Dunajec was extremely effective, but it was not the only possibility of attacking our aim. A break through from Courland, into which country Hindenburg had advanced, would no doubt have led to the same result, but our decisive consideration may well have been that the campaign in the form in which it was undertaken concentrated great masses of troops on the right wing of the Allies—the wing which lay closest to the Balkan Peninsula. Prudential considerations of this kind, or even demonstrations, have in this as we know, on many occasions, in the war produced conspicuous effects. Meanwhile, by the dispatch of submarines and in other ways, we were able to give very effective support to our Turkish allies in their defence of the Dardanelles.

THE BALKAN CAMPAIGN.

The campaign against Russia was broken off when we had reached the shortest strategically satisfactory front beyond the Polish fortress area and east of Vilna. Our enemies after that fashion tried to conceal the gigantic defeat—what could prove it better than the incapacity of which Russia is now condemned and the want of respect which it is now shown in the Press of Russia's allies—by ascribing to Napoleon's ambitions and by recalling his Napoleonic campaigns. This is doubly silly, because it is true to-day as Clausewitz wrote 100 years ago, that "the Russian Empire is no country of which one can make a formal conquest," and secondly—we follow Clausewitz in this also—because Napoleon's campaign did not collapse because the Russians had won, or because the long line of communication broke down, or because of the Russian winter, but because his whole scheme—that the Russian people would rise and that the Government would collapse—did not occur. The political speculation misad fire and the campaign was lost.

At the beginning of October, while the greatest defensive battle was being fought against the English and the French in the West, Mackensen's armies advanced to the attack against Serbia. The great Balkan campaign began. The uniform political calculation and the well-measured timing of our strategy here found perfect expression. The Imperial Chancellor expressed with the Reichstag the importance of this Balkan war and his high satisfaction at the completion of this great work—the final joining up of the Central Powers with Bulgaria and Turkey, the final separation of Russia from the Western Powers, and the final solution of the Balkan question—make it easy to realize how great his personal share in this masterpiece of combined policy and strategy has been.

BRITISH POLICY AND THE DARDANELLES.

Just as in times of peace enemies held the world encircled, laying their mines everywhere, setting up outposts everywhere and erecting field positions through all the world, so in this war they have under England's leadership conducted a far-reaching policy. England collected a mighty coalition against us, and was able to hold the Balkans in suspense, gradually to bring Italy to her side, and to involve the United States in the gravest conflict with the Central Powers. The only thing

A NEUTRAL'S TOUR IN GERMANY.

UNCERTAINTY WEIGHING HEAVILY ON THE ENEMY.

FATEFUL 1916.

A Scandinavian writer, having spent some ten weeks in Germany, has given to the *Secolo*, of Milan (says the *Central News* correspondent) the gist of impressions which he intends to publish in book form.

He says public opinion in Germany holds that the war has been carried on victoriously hitherto, but this argument notwithstanding, there is everywhere a vague sense of indecision, and the uncertainty of the morrow is weighing heavily on the nation.

Notwithstanding the Pact of London, the Germans place their chief hope in a separate peace with one or other of the enemy Powers. The Chancellor spoke the mind of the nation when he described treaties as "scraps of paper."

PROBLEM OF MEN.

Germany began the war with eight million available men. By December 1st, 1916, according to the most moderate calculations of her daily and monthly losses, she will have no more than three millions, including the youths of the 1916 and 1917 classes, of whom at least one million will be required in the auxiliary services.

Germany does not lack arms and ammunition, it is true; but the people are well aware of the feverish organized activity that prevails in the Allied countries. In America, and in Japan. A German officer told the writer quoted that the German army owed almost all its successes to its heavy artillery. Now this advantage has been lost, for the French showed during their attack in Champagne that to-day they possess an excellent armament of heavy artillery. In short, the problem of men is disquieting, while the advantage in artillery and munitions is disappearing.

In regard to the economic situation, the Scandinavian writer gives several proofs that, if it is not as bad as sections of the Allied Press make out, it is very far from rosy.

HATED ENGLISH.

Asked if he believed Germany would hold out for a long time, the *Secolo's* informant said he was convinced that for the next twelve months she would be able to cope with her difficulties, external as well as internal. A peace concluded before the end of 1916 would be bound to be advantageous to her.

But what causes the chief preoccupation in the German mind is—England! The German hatred of England—bitter and deep—cannot be imagined. The Germans know the English well, their defects, and their virtues; they know and fear above all the cold and dogged perseverance of the British.

If the British and their Allies can continue the war for another year the Germans will not entertain any hope of victory. The greatest blows at Germany have been struck by the British—the loss of her colonies, the loss of her commerce. The industrial concerns that do not work for the Government are almost all in difficulties.

Blockade and piracy. The British blockade is much more effective than the German blockade. The German blockade is much more effective than the British blockade. The German blockade is much more effective than the British blockade. The German blockade is much more effective than the British blockade.

"This war," says the Scandinavian, "will either be won definitely in 1916 by the Germans on land, or in 1917 by the British on the sea." The same authority is among those who believe that the Germans are preparing an early offensive in Flanders.

that England did not succeed in doing was to win a victory on the battlefield. When the impossibility of overrunning our lines in the West was realized, a search was made for new possibilities. The Dardanelles should be forced! The plan was good; the execution of it was wretched. The attack might perhaps have succeeded, if England had intervened in the war had forced her through the Dardanelles with large forces. But when Turkey by means of a rapid advance to the Suez Canal, which deceived and terrified the English, had gained time, and under German advice had splendidly prepared everything for the defence, the undertaking was entirely hopeless. The attempt was made with forces that were much too weak, and the land attack was not comprehensive enough. The political hope, that by this escapade the Entente might entice the Balkan States into the war, went awry, and the people in London had not the courage to withdraw the troops and so to admit absolute defeat. Now the withdrawal has at last taken place under the fire of the Turks.

The same game has been repeated in Macedonia. A difficult campaign, undertaken with thoroughly inadequate resources, is a miserable failure, but it is continued—this time at the demand of France—although the political purpose—the winning over of Greece and Rumania as allies—has come to grief.

CONCLUSIONS.

It is to the uniformity and well measured combination of policy and strategy that we owe our great victories. It is to the disproportion between political desire and military strength that the Entente owes its defeats. The modesty of the German people's age, and does not talk, that it does not threaten when it has no power, and that our desires are not greater than our strength, have greatly widened the circles of our friends in this war, in spite of all lying and slander. We have broken the spell which the Will of King Edward laid upon us, and from Arras to Baghdad the Germans and their allies stand victorious. Shoulder to shoulder, applies the phrase of Sir Edward Grey, who, after the collapse of Serbia, made in the English House of Commons the eternally memorable admission—"We have done everything which is in our power."—*The Times*.

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100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES

throughout the Shops ranging to 100 Tons.

60-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon

at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telephone No. 212. Telegraphic Address—"TAIKOO DOCK."

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS,

BANKERS, &c.

HONGKONG—SHANGHAI—YOKOHAMA—MANILA.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED,

FOREIGN MONIES Exchanged.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Sallings and

Fares from the Far East to all parts of the World, will be forwarded free on application.

CHIEF OFFICE—LUDGATE CIRCUIS, LONDON, E.C.

Hongkong, 2nd July, 1914.

FORTHCOMING EVENTS.

TO-MORROW

Chinese New Year—Public Holiday.

Saturday, 12th Feb.—

Noon—Hampreys Estate and Finance Co., Ltd., Meeting of Shareholders at the Hongkong Hotel.

Monday, 14th Feb.—

Noon—The Hongkong and Whampoa Dock Co., Ltd., Extraordinary General Meeting.

Noon—Union Bank, Ltd., Meeting of Shareholders in the Offices of Messrs. Dowdell & Co., Ltd.

Tuesday, 15th Feb.—

Noon—Hongkong, Canton & Macao Steamboat Co., Ltd., Meeting of Shareholders at the City Hall.

Wednesday, 16th Feb.—

Noon—Hongkong and Shanghai Banking Corporation, Meeting of Shareholders at the City Hall.

Monday, 21st Feb.—

Hongkong Race—1st Day.

Tuesday, 22nd Feb.—

Hongkong Race—2nd Day.

Wednesday, 23rd Feb.—

Hongkong Race—3rd Day.

Saturday, 26th Feb.—

Hongkong Race—Off Day.

HONGKONG TIDE TABLE.

From 2nd to 8th February, 1916.

Day of Week	Day of Month	HIGH WATER		LOW WATER	
		H'k'g. Mean Time	Height	H'k'g. Mean Time	Height
Wed.	2	h. m.	ft. in.	h. m.	ft. in.
		9 50	4 1	2 13	0 4
Thurs.	3	h. m.	ft. in.	h. m.	ft. in.
		10 11	4 3	2 39	0 2
Fri.	4	h. m.	ft. in.	h. m.	ft. in.
		9 0	8 1	2 11	0 3
Sat.	5	h. m.	ft. in.	h. m.	ft. in.
		10 41	4 4	3 15	0 5
Sun.	6	h. m.	ft. in.	h. m.	ft. in.
		10 40	4 5	3 58	2 8
Mon.	7	h. m.	ft. in.	h. m.	ft. in.
		11 39	4 8	5 20	1 0
Tues.	8	h. m.	ft. in.	h. m.	ft. in.
		11 28	6 9	4 42	2 5
		0 9	5 0	5 51	1 5
				5 33	2 5
				6 21	2 0
				6 27	2 7

SHIPPING

ARRIVALS

CHUPPOO, Chinese str., 654, W. Sinclair, 31st January—Wakamatsu 24th January, Coal.—Mitsui Bussan Kaisha.

CHENISTER, British str., 3,038, W. H. Bloomfield, 31st January—Singapore 21st January, General.—Butterfield & Swire.

CHIRSHING, British str., 1,00, H. G. N. Walker, 31st January—Hongkong 28th January, Coal.—Jardine, Matheson & Co.

CUENANG, British str., 1,735, W. M. Macanoy, 1st February—Manila, 20th January, General.—Jardine, Matheson & Co.

DAIO, Maru, Japanese str., 6,025, T. Konishi, 31st January—Osaka Shosen Kaisha.

KUTSANG, British str., 4,895, R. C. D. Bradley, 31st January—Kobe 26th January, General.—Jardine, Matheson & Co.

MAUSANG, British str., 1,403, G. H. Alcock, 31st January—Sundakan 20th January, Wood and General.—Jardine, Matheson & Co.

PHUENPENG, British str., 1,005, W. C. Bird, 1st February—Saigon 27th January, Rice and General.—Order.

SECHUEN, British str., 1,135, Cain, 1st February—Kobe 28th January, Coal.—Butterfield & Swire.

TAKAOKA, Maru, Jap. str., from Canton, 31st January.

TAMON MARU, Jap. str., from Canton, 31st January.

YATSHING, British str., 1,424, R. F. Anderson, 1st February—Singapore 24th January, General.—Jardine, Matheson & Co.

YUNNAN, British str., 1,208, W. J. French, 31st January—Hongkong 28th January, Coal.—Butterfield & Swire.

YUDO MARU, Japanese str., 1,350, F. Hashimoto, 31st January—Wakamatsu 25th January, Coal.—Order.

YETI MARU, Japanese str., 1,599, K. Matsumoto, 31st January—Chingwang 24th January, Coal.—Dodwell & Co.

CLEARANCES

IN THE HARBOR MASTER'S OFFICE.

CHINSHUA, British str., for Manila.

SUNGKIA, British str., for Hoibow.

TALYHIBUS, British str., for Japan.

TJIKEMANG, Dutch str., for Batavia.

DEPARTURES

February 1st.

ALBANA, British str., for Canton.

ANNA, Norwegian str., for Bangkok.

CHUKA MARU, Jap. str., for Canton.

CHENISTER, British str., for Vladivostok.

DAGIN, Norwegian str., for Bangkok.

HOPANG, British str., for Shanghai.

KWANGLOO, Chinese str., for Shanghai.

PHUENPENG, British str., for Shanghai.

PRIMA, British str., for Singapore.

TAKAOKA, Maru, Jap. str., for Takao.

TAMON MARU, Jap. str., for Mito.

TOROMI MARU, Jap. str., for Singapore.

YETI MARU, Jap. str., for Canton.

YUNNAN, British str., for Canton.

PASSENGERS

Per *Phuempeng*, from Saigon, for Hongkong, Mr. Frublett.

LATEST STEAMER MOVEMENT.

The str. *Monteagle* arrived at Yokohama on Monday, the 31st January, at 10 a.m. left Yokohama on the 31st January, mid night, and arrived at Kobe to-day, day light.

SHIPPING IN PORT

STEAMERS.

ALBANA, British str., 2,897, S. B. Betts, 20th January—Chingwang 23rd January, Coal.—Dodwell & Co.

COLOMBO MARU, Japanese str., 2,919, H. Nomura, 30th January—Kobe 25th January, General.—Nippon Yusen Kaisha.

EMPEROR OF JAPAN, British str., 3,087, F. L. Davison, 24th January—Vancouver 1st January, General.—O.P.B. & Co.

GENOOL, British str., 2,390, W. McGhie, 26th January—Singapore 31st January, General.—Order.

HONGKONG, French str., 739, A. Marquis, 20th January—Haiphong 27th January, General.—A. R. Marty.

KOHINA MARU, Japanese str., 1,575, Kurashima, 20th January—Mitsui Bussan Kaisha.

KWONGSANG, British str., 1,423, W. F. Richard, 28th January—Shanghai 22nd January, General.—Jardine, Matheson & Co.

LAIBANG, British str., 2,236, F. Mooney, 27th January—Singapore 20th January, General.—Jardine, Matheson & Co.

LIANGCHOW, British str., 1,220, W. Bonson, 28th January—Bangkok 18th January, General.—Butterfield & Swire.

CHINA MARU, Japanese str., 435, Murami, 30th January—Mitsui 24th January, Case Oil.—Order.

OLEG, Russian str., 1,376, P. Mender, 31st January—Kinnon 27th January, General.—Order.

ONSANG, British str., 1,737, G. T. Tough, 26th January—Calcutta 4th January, General.—Jardine, Matheson & Co.

PERIA MARU, Japanese str., 2,684, K. Hashimoto, 30th January—Shanghai 5th February, General.—Order.

PRIMA, British str., 2,905, W. Black, 21st January—Yokohama 24th January, General.—Butterfield & Swire.

SHANTUNG, British str., 1,563, J. Moorthol, 30th January—Shanghai 27th January, General.—Order.

SHIDZUKA MARU, Japanese str., 3,869, M. Tozawa, 24th January—Seattle — General.—Nippon Yusen Kaisha.

TAKAOKA MARU, Japanese str., 2,995, Gillespie, 26th January—Nagasaki 21st January, Coal.—Mitsui Bussan Kaisha.

TAKSANG, British str., 977, Y. Knight, 31st January—Haiphong 29th January, General.—Jardine, Matheson & Co.

TAISHUN, Chinese str., 997, B. Baine, 29th January—Shanghai 25th January, General.—Chinese.

TELI, Chinese str., 1,071, Y. B. Gunderm, 30th January—Saigon 27th January, General.—Order.

TRIATAP, Dutch str., 2,471, Schermbach, 27th January—Balk, Japan 21st January, General.—Java-China-Japan Laja.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	NELSON	Brit. str.	—	A. M. King	P. & O. S. N. Co.	To-morrow, at Daylight.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	ARABIA MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	SARDINIA	Brit. str.	—	J. T. Jeffery	P. & O. S. N. Co.	On 11th inst., at 3 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	KANAS	Brit. str.	—	—	—	On 15th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	CORDELLIER	Brit. str.	—	—	—	On 15th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	SHIDZUKA MARU	Jap. str.	—	H. J. Henderson	SHIMIZU & CO.	On 15th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	CHICAGO MARU	Jap. str.	—	Deguchi	NIPPON YUSEN KAISHA	On 15th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	ANYO MARU	Jap. str.	—	K. Hori	OSAKA SHOSHIEN KAISHA	On 15th inst., at 2 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EGREMONT CASTLE	Brit. str.	—	—	TOTO KISHI KAISHA	On 11th Mar.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	PRIMA MARU	Jap. str.	—	—	DODWELL & Co., Ltd.	About end of inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	TOTO KISHI KAISHA	To-morrow, at Noon.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	On 14th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	—	On 3rd Mar., at Noon.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-day.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 16th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 16th inst., at 11 a.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	SHIMIZU & CO.	On 15th Mar., at 11 a.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	SHIMIZU & CO.	On 24th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	SHIMIZU & CO.	On 12th inst., at 10 a.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at D'light.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at D'light.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow at D'light.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	P. & O. S. N. Co.	On 5th inst., at Noon.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th inst., at D'light.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at D'light.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 8th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	MESSENGER MARITIMES	On 8th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	P. & O. S. N. Co.	About 14th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	OSAKA SHOSHIEN KAISHA	On 6th inst., at 10 a.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	OSAKA SHOSHIEN KAISHA	On 8th inst., at 2 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow at D'light.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	DOUGLAS, LAFAIR & Co.	On 6th inst., at 11 a.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	DOUGLAS, LAFAIR & Co.	On 6th inst., at 2 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at 3 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst., at 4 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at 3 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	THE BANK LINE LTD.	On 14th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	OSAKA SHOSHIEN KAISHA	On 14th inst., at 7 a.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day at 3 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 5th inst., at 3 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 3 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 3 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	To-morrow.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 6th inst., at 9 a.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	TAIBONDARI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at Noon.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SINGAPORE, PENANG & CALCUTTA "ONSANG" ... We'day, 2nd Feb, 3 p.m.

SHANGHAI ... 3rd Feb, D'light.

SINGAPORE, PENANG & CALCUTTA "LAISANG" ... Saturday, 5th Feb, 3 p.m.

HAIPHONG ... Sunday, 6th Feb, 3 a.m.

MANILA ... Monday, 7th Feb, 3 p.m.

SHANGHAI ... Tuesday, 8th Feb, D'light.

SINGAPORE, PENANG & CALCUTTA "KUTSANG" ... Tuesday, 8th Feb, Noon.

SINGAPORE, PENANG & CALCUTTA "KUTSANG" ... Tuesday, 8th Feb, 3 p.m.

KOBE & MOJI ... Wednesday, 9th Feb, D'light.

SINGAPORE, PENANG & CALCUTTA "NAMSANG" ... Friday, 11th Feb, 3 p.m.

MANILA ... Saturday, 12th Feb, 3 p.m.

TIENSIN & WEIHAIWEI ... Thursday, 17th Feb, D'light.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG," "LAISANG" and "FOOKSANG" leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong 1 time occupied, 23 days. This service is supplemented by the "YATSHING," "KUMANG" leaving Hongkong at regular intervals for Yokohama (when sufficient tonnage is offered), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking cargo on Through Bills of Lading to Kuantan, Lahad Datin, Singapore, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd.

Hongkong, 2nd January, 1916. GENERAL MANAGERS. [6]

BRITISH INDIA S. N. CO., LTD.

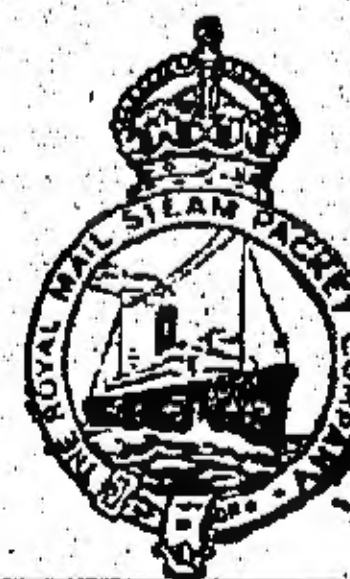
NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.

Telephone No. 215. AGENTS

Hongkong, 16th April, 1915. [24]



THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to JARDINE, MATHESON & Co., Ltd.

Telephone No. 215 Sub. Ex. 10. AGENTS

Hongkong, 26th October, 1915. [25]

CANADIAN PACIFIC RAILWAY COMPANY'S STEAMSHIP LINE

FROM CHINA & JAPAN TO CANADA, UNITED STATES & EUROPE VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.

QUICKEST TIME ACROSS THE PACIFIC

"EMPERESS OF RUSSIA"—"EMPERESS OF ASIA" 16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPERESS OF JAPAN"—REDUCED FIRST CLASS FARES.

"MONTEAGLE"—INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPERESS OF JAPAN" ... 2 FEB. "EMPERESS OF ASIA" ... 20 APRIL

"MONTEAGLE" ... 18 "MONTEAGLE" ... 25

"EMPERESS OF RUSSIA" ... 23 MAR. "EMPERESS OF RUSSIA" ... 18 MAY.

"EMPERESS OF JAPAN" ... 5 APR. "EMPERESS OF ASIA" ... 16 JUNE.

For further information, Sailings, Guide Books, etc., please apply to

• Calls at MOJI instead of NAGASAKI.

D. W. CRADDOCK, GENERAL TRAFFIC AGENT, HONGKONG.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING connecting with "SURAT" FROM HONGKONG, 24th February. FROM COLOMBO, 18th March.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS TO BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH AND CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA!

PROPOSED SAILING

S.S. "ISALAMIS" ... From Hongkong: 14th Feb. 1916.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED, MANAGING AGENTS.

"ELLERMAN" LINE. (ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamer "KANSAS" Sails. On 15th Feb.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For rates of freight and further information, apply to

THE BANK LINE, LTD., OR TO RICE & Co., CANTON. GENERAL AGENTS

Hongkong 15th January, 1916. 104

VESSELS ON THE BERTH

CANADIAN PACIFIC

STEAMSHIP LINE.

THE Steamship "EMPERESS OF JAPAN"

will be despatched from Hongkong at Noon on

WEDNESDAY, 2ND FEBRUARY, 1916.

for VANCOUVER via the Usual Ports of Call.

For Passage Fares, Freight Rates, etc., please apply to—

D. W. CRADDOCK, General Traffic Agent, Hongkong, 30th January, 1916. [191]

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

For GENOA ONLY.

THE Steamship "GLENLOGAN"

Captain H. J. Henderson, will be despatched for the above port on or about the 12th Feb. 1916.

For freight, passage and further information, apply to—

SHEWAN, TOMES & Co., Agents, Hongkong, 13th January, 1916. [172]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMSTERDAM, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"SARDINIA"

Captain J. T. Jeffery, conveying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 11th February, 1916, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "KHYBER," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "SARDINIA," due in London about the 27th March, 1916.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required for further particulars, apply to E. V. D. PARR, Acting Superintendent, Hongkong, 31st January, 1916. [1]

HONGKONG—NEW YORK.

FOR NEW YORK VIA SUEZ CANAL OR CAPE OF GOOD HOPE.

S.S. "EGREMONT CASTLE," about end of February.

For Freight and further information, apply to—

DODWELL & Co., Ltd., Agents, Hongkong, 3rd January, 1916.

NOTICES TO CONSIGNEES

S.S. "ANDRE LEBON"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the warehouse and/or extra warehouse Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 31st January, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 4th February, or they will not be recognized.

